AGENDA

RTD Accountability Committee
Monday, April 12, 2021
8:30am - 10:00am
VIDEO/WEB CONFERENCE
Denver, CO

1. Call to order

2. Public comment
   Up to 20 minutes is allocated for public comment and each speaker will be limited to 3 minutes. The RTD Accountability Committee requests that the public comment be limited to an item on the Committee’s current agenda. Please note: public comment may also be submitted in writing to Matthew Helfant (mhelfant@drcog.org). Comments received will be shared promptly with RTD Accountability Committee members.

3. Co-Chairs’ Report

4. March 8, 2021 RTD Accountability Committee meeting summary (Attachment A)

5. Subcommittee reports
   - Finance Subcommittee
   - Governance Subcommittee
   - Operations Subcommittee

6. RTD Update
   - Response to Recommendations on Covid Relief Spending (Attachment B)

ACTION ITEMS

7. Potential comments on Draft Legislative Proposal on State Transportation Funding re: state transit funding (Attachment C)

DISCUSSION ITEMS


9. Timetable/Schedule (Attachment E) Matthew Helfant

ADMINISTRATIVE ITEMS

10. Member comment/Other matters

11. Adjournment
Call to Order
Co-Chair Jones called the meeting to order at 8:30 a.m.

Public comment
Angie Rivera-Malpiede wanted to share that RTD partnered with Stride Health and Channel 9, by providing one of their parking structures as a venue for a drive-thru vaccination site. She also stated that CEO Johnson has been working diligently with the CDC for using the National Western Stock Show complex as an additional site to provide COVID-19 vaccinations.

Co-Chair Report
Co-Chair Jones reported that the RTD legislative recommendations that the committee made has been introduced as HB-1186. The bill focuses on the RTD Accountability Committee’s recommendations, which are focused on easing restrictions on RTD to give them flexibility to make operations modifications that might help increase ridership and revenues.

Co-Chair Murrillo reported that both co-chairs have been receiving multiple requests to speak in other public forums about what the RTD Accountability Committee has been working on and what their goals are.

February 3, 2021 Accountability Committee meeting summary
The summary was accepted as written by the committee.

Subcommittee reports:
- Finance Subcommittee – Rutt Bridges reported the subcommittee met and received a summary of the 2021 staffing levels and recalls from CEO Deborah Johnson resulting from the latest federal COVID relief funding. North Highland consultants reported on the requested assessment of RTD’s administrative overhead relative to peer transit agencies. Elise Jones provided a summary of the planned SH-119 BRT project and Ron Papsdorf
summarized RTD’s most recent budgets and how they have changed. Doug MacLeod provided a status update on RTD’s debt refinancing, which should result in about $80 million in savings. The meeting concluded with reviewing the subcommittee’s work plan focus areas and the plan is to complete objectives by May 31.

- Governance Subcommittee – Julie Duran Mullica reported the subcommittee cancelled its February 19 meeting. The subcommittee sent out a draft of their Subregional Service Council recommendations to the group to consider and review. They will continue to work on tweaking those final recommendations and will go to the governance subcommittee for discussion at the March 15 meeting. At the March 1 meeting, the group began the partnership conversation, where they received presentations for Boulder County, The City of Lone Tree, a couple presentations from RTD, and Via.

- Operations Subcommittee – Deya Zavala reported at the February 17 meeting the group received a second presentation from the state auditor on fares and farebox recovery, which the committee discussed potential recommendations, including assessing the cost of access-a-ride. They concluded with the discussion on potential measures to address operational opportunities, including a dashboard and what metrics they may want to explore as part of that conversation. At the March 3 meeting, the subcommittee wanted a better understanding and comparison on peer agencies. They received an overview on access-a-ride, human services transportation, and DRCOG’s Ride Alliance partnership. They also received a presentation from Krystin Trustman, providing an outline of access-a-ride and comparison of other access-a-ride services from other agencies across the region.

RTD Update
Debra Johnson, RTD GM and CEO, provided an update to the committee. On March 9, the RTD Board held a special board meeting to discuss HB-1186 and take a position. The Board has been working with the committee and the bill sponsors to provide input and speak to the core business of RTD, service delivery, and how the bill can enhance RTD’s abilities to be the optimal transit network it was intended to be. CEO Johnson wanted to highlight RTD’s enhanced engagement process that will ensure RTD is listening more than speaking and being intimately engaged with the public. Their goal is to garner a better understanding of customer pain points and to be more empathetic to the needs of those utilizing the system. With this enhanced approach, RTD has had virtual listening sessions with five geographical sectors that were developed based upon travel patterns throughout the region. They had more than 150 stakeholders participate in the meetings and provide feedback on an array of topics. They will be using that information as they draft the new service plan, along with having public input via future public hearings, that will be presented to the RTD Board. Regarding the Coronavirus Response and Release Supplemental Appropriations Act (CRRSAA) funds, RTD was overall in agreement with the recommendations the committee provided. CEO Johnson informed the committee that RTD held a special study session regarding the NW Rail line and their intent is to do some very targeted engagement activities to get better understanding of what stakeholders would like to see as they move forward and put forth a recommendation.

Partnership Roundtable Wrap-Up
Doug Rex provided a brief overview of the roundtable to the committee. On March 1, the subcommittees hosted a roundtable discussion regarding transit partnerships with local governments. The subcommittee received presentations for Boulder County, The City of Lone Tree, presentations from RTD on Paratransit and Mobility on Demand, City and County of Denver, and Via providing overviews of their current practices. The overall major theme of those presentations was the importance of partnerships and the delivery of transit services.
There was an agreement that the main focus areas that are needing a resolution are the local transit partnerships with RTD, the need for funding transit services at the local level and the need for flexibility in access and funding. CEO Johnson addressed these concerns, stating she believes local partnerships would enhance the region and optimize service and mobility options in various parts of the region. RTD, along with local jurisdictions, need to be very in tune with the needs of the customer segments, and the areas in which we are all trying to improve mobility access.

**Equity Assessment Contracting Conversation**
Matthew Helfant explained the options of the conversation to the committee. DRCOG staff used the RTD Accountability Committee’s equity assessment template to assess their first two sets of recommendations: the Legislative Proposal and recommendations on how to spend Covid relief stimulus monies. Committee leaders requested that this work be done independently utilizing one of three viable options:

- **North Highland:**
  - Since North Highland will be drafting the content for the final report, this additional work can be folded in and accommodated within the current contracted amount.

- **Mile High Connects**
  - Deya Zevala, Chair of the Operations Subcommittee and Executive Director of Mile High, offered to have Mile High Connects work with community-based organizations to conduct the analysis pro bono.

- **Solicit informal bids for consulting services.**
  - Staff believe that the estimated budget for this assignment is below the threshold that requires a full Request for Proposals (RFP) and therefore, soliciting informal bids would be appropriate and estimate it will take at least a month from the solicitation, through contract execution.

The committee discussed all three options and decided that they would lean towards taking Mile High Connects up on their generous offer to provide the work pro bono. There was an additional suggestion for a hybrid option, where Mile High Connects does this work and then North Highlands reviews the analysis.

Jackie Millet moved to approve Mile High Connects to conduct the analysis pro bono, with the amendment that North Highland provide a review of the analysis once it is complete. The motion was seconded and passed with 11 in favor and one abstention from Deya Zevala.

**ADMINISTRATIVE ITEMS**

**Member comment/Other matters**
There were no member comments.

**Adjournment**
The meeting adjourned at 9:59 a.m.
March 29, 2021

RTD Accountability Committee
C/O Denver Regional Council of Governments
1001 17th Street, Suite 700
Denver, CO 80202
rnapsdorf@drcog.org
MHelfant@drcog.org

Subject: Staff Response to Committee Recommendations on Use of COVID-19 Relief Funds

Dear Members of the RTD Accountability Committee:

I, in collaboration with my team, have reviewed the Regional Transportation District (RTD) Accountability Committee’s initial recommendations on the use of COVID-19 relief funds as stated in the correspondence of February 12, 2021. While the agency looks forward to the committee’s comprehensive recommendations in its final report in July 2021, this correspondence provides responses to these initial recommendations.

On January 11, 2021, RTD was notified by the Federal Transit Administration (FTA) of its apportionment from the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA). RTD has access to $203.4 million through the CRRSAA funds on a reimbursable basis. On February 2, 2021, RTD staff apprised the RTD Board of Directors in a Financial Administration and Audit Committee meeting of staff’s planned use of the funds to support the continuity of transit services and maintain staffing levels, as the legislation intends. On February 8, 2021, I, along with Acting Chief Financial Officer Doug MacLeod, addressed the Accountability Committee in a full committee meeting on RTD’s plans to utilize the CRRSAA funds. Attached to this communication is the PowerPoint presentation shared with the Accountability Committee and the RTD Board committee agenda and Board report of February 2, 2021, both of which detail how the agency intends to utilize the funds.

Below are responses to address each of the committee’s recommendations on how to utilize the COVID-19 relief funds.

1. **Provide a transparent process and make priorities clear**
   RTD is committed to continuing a transparent process for communicating clear priorities for use of the CRRSAA funds. As of today, March 29, the agency is still awaiting specific guidance from the FTA on administration of the funds. As stated above, I, along with Acting Chief Financial Officer Doug MacLeod, provided an outline of the anticipated use of these funds in a full committee meeting on February 8, 2021, as well as a verbal overview by me at the March 8, 2021 Accountability Committee meeting. The PowerPoint presentation from the February 8, 2021 committee meeting and the RTD Board report of February 2, 2021 are attached to this communication and explain the use of funds.

2. **Strategically recall previously laid off front line employees**
   Once RTD learned of the CRRSAA funding, I issued an immediate rescission of previously laid off front-line employees to maintain staffing levels and support operations, again, following the intent of the funding.
3. Share federal stimulus funding with other transit service providers in the metro area
RTD's contracted service providers play a significant and invaluable role in the district's ability to provide service across the expansive Denver metro region. The agency has provided financial support to these contractors during the pandemic and will continue to support these partnerships to supplement RTD's fixed route and paratransit services and maintain the continuity of services.

4. Implement a reduced flat fare for 6 months to rebuild ridership and attract new riders
RTD is taking a holistic approach at rebuilding ridership and is developing a ridership growth recovery plan. Given the financial impacts of the pandemic, RTD staff have heard from many customers across the region about the challenges associated with the agency's current fare structure and pass programs. RTD recognizes the need to reevaluate the fare structure and will continue to look for opportunities to "right price" fares for those who rely on transit most. This will be a key part of the recovery plan as RTD conducts a systemwide fare study and equity analysis in adherence to Title VI of the Civil Rights Act of 1964 and Executive Order 12898. Approaching fares holistically across the region and RTD's whole body of services will ensure an equitable delivery of and access to transit.

5. Work to improve uptake and ease of use of passes
RTD staff agree there are opportunities to improve the agency's pass programs, especially the EcoPass, CollegePass and LiVE programs. While implementation of the programs is a result of the community-based Pass Program Working Group, the agency feels similar pain points to those felt by customers who use the pass programs. Staff is committed to continuous improvement to optimize and improve pass programs. See response to number 4.

6. Offer free RTD parking and transit "Day Pass" benefits to anyone traveling to a COVID vaccination facility for a primary or 'second dose' shot
RTD staff has engaged with local and state health officials on ways the agency can assist with vaccine distribution. Due to the numerous vaccine events across the metro area, RTD has promoted how customers can conveniently use RTD service to get to vaccine sites. Additionally, RTD has provided free shuttle service for the large SCL Health distribution event at the National Western Stock Show complex, providing a free ride to/from the parking area to the vaccination site. Also, RTD has made it's Lakewood/Wadsworth parking structure available to Stride for their vaccine distributions which occur Tuesdays through Thursdays as long as deemed necessary.

7. Implement an RTD trial ridership program by offering temporary free RTD rail or bus service for anyone receiving a COVID vaccination
As stated in number 6, RTD staff has been coordinating with local and state health officials on ways the agency can assist with getting people to and from vaccine distribution sites. Because of the vast nature of vaccine distribution, the agency has promoted how the public can utilize RTD services to get to and from vaccine appointments. Considering the challenges of the current fare structure along with the various requests from stakeholders to implement a fare pilot program to meet different constituents' needs, RTD will be conducting a systemwide fare study and equity analysis. Approaching fares holistically across the region and RTD's whole body of services will ensure an equitable delivery of and access to transit.

8. Leverage new partnerships
RTD prides itself on being a key partner in the regional collaboration model the Denver metro area is known for nationally. Collaboration has always been central to RTD's history of forging partnerships that create valuable mobility options for the Denver metro region. Exploring partnerships will be part of the Reimagine RTD effort as
staff works with regional partners on a mobility plan for the future. Continuing to focus on partnerships will be the key to providing the transit of the future to get people to the places they want and need to go.

RTD appreciates the work of the Accountability Committee to make recommendations to strengthen the agency’s operations and promote transparency. Agency personnel look forward to continuing to engage with the committee as it works to meet the committee’s goals.

Sincerely,

Debra A. Johnson
General Manager and CEO

Attachments – RTD Board Committee Agenda and Board report on use of CRRSAA funds, dated February 2, 2021
PowerPoint presentation delivered to full Accountability Committee meeting on February 8, 2021

cc: RTD Board of Directors
AGENDA
Financial Administration & Audit Committee

Tuesday, February 2, 2021
REMOTE MEETING
5:30 PM

To join the meeting: Register Here (connect using either Chrome or Firefox web browser)
Or to listen by phone: 720-928-9299
Webinar ID: 896 0909 8751#
Webinar Passcode: 748404#

Financial Administration and Audit Committee
Chaired by Peggy Catlin

A. Call to Order

B. Recommended Actions

C. Discussion
   • CRRSAA Grant Award

D. Other Matters

E. Next Meeting Date - February 9, 2021

F. Adjourn
The following communication assistance is available for public meetings:

- Language Interpreters
- Sign-language Interpreters
- Assisted listening devices

Please notify RTD of the communication assistance you require at least 48 business hours in advance of a RTD meeting you wish to attend by calling 303.299.2307

THE CHAIR REQUESTS THAT ALL PAGERS AND CELL PHONES BE SILENCED DURING THE BOARD OF DIRECTORS MEETING FOR THE REGIONAL TRANSPORTATION DISTRICT.
BOARD OF DIRECTORS DISCUSSION ITEM

CRRSAA Grant Award

Committee Meeting Date: February 2, 2021

STAFF REPRESENTATIVE
Debra A. Johnson, General Manager and CEO
Doug MacLeod, Acting Chief Financial Officer

PRESENTATION LENGTH
(5 minutes)

BACKGROUND
In response to the financial crisis caused by the COVID-19 Pandemic, the Coronavirus Aid, Relief and Economic Security (CARES) Act was signed into law on March 27, 2020. Twenty-five ($25) billion of the $2 trillion CARES funding was designated for award by the Federal Transit Administration (FTA) to transit agencies resulting in an apportionment to RTD of $232.3 million. This CARES funding was awarded on a 100% federal share basis with no matching requirement and was required to be used to sustain transit operations. RTD completed drawing the entire $232.3 million award in December 2020 for reimbursement of employee compensation and purchased transportation costs that were incurred sustaining RTD’s operations during 2020.

During the second half of 2020, industry-based associations, labor unions and transportation agencies, including RTD, advocated for additional funding to supplement the CARES Act as a result of the ongoing financial crisis. On December 27, 2020, the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), pronounced “Chrissa”, was signed into law. This $2.3 trillion aid package included $14 billion in supplemental appropriations for transit agencies of which RTD received notice of its $203.4 million apportionment on January 11, 2021. RTD is currently awaiting specific guidance from the FTA regarding the requirements and allowable expenditures necessary to draw these funds; however, it is clear from the legislation that this funding must also be used to sustain transit operations.

While there is speculation about the Biden administration seeking additional transit funding, RTD’s policy is to not include or plan for additional funding in its budget or forecasts until such funding is certain and measurable. Additionally, RTD’s 2021 Fiscal Policy states “RTD will avoid dependence on temporary revenues to fund ongoing services. One-time revenues will be used for one-time expenditures”.

As further background regarding Board policy regarding funding, the Board adopted the 2021 Fiscal Policy in November 2020 that includes a section titled “COVID-19 Response Policies”. This section establishes guidance for restoration of funding, and the uses thereof, as:

- Restore reserves to three months if possible
- Do not utilize existing FISA balances
- Limit the use of, or do not use, future rubber tire service contributions to FISA
- Restore deferred projects related to compliance or safety
- Restore service as ridership allows

**DISCUSSION**

RTD included the $232.3 million CARES funding in the six-year 2021-2026 Mid-term Financial Plan (MTFP) forecast that was presented to the RTD Board in November 2020. The Board agreed to approve only two of the six MTFP years, 2021 and 2022, and declined to approve the forecast for years 2023-2026 primarily due to the economic uncertainty and volatility resulting from the COVID-19 Pandemic. The Board also approved and appropriated funding for the 2021 Budget in November 2020.

Neither the 2021 Budget nor the 2021-2026 MTFP contemplated additional federal funding after the 2020 CARES funding. As a result, RTD expects to realize annual revenue shortfalls of $100-$150 million through 2026 culminating from a loss of fares and reduction in sales and use tax receipts. In response, RTD cancelled or delayed capital expenditures and state of good repair projects and implemented significant expense reductions including service reductions, furloughs, pay reductions, layoffs and other cost-saving measures to align expenditures with expected revenues.

Through these measures, RTD was able to achieve a forecasted balanced budget on the Base System for years 2021-2026 but is currently forecasting that it will be unable to balance revenues with expenditures on FasTracks in years 2025 and 2026 even after exhausting reserves.

The CRRSA apportionment of $203.4 million to RTD will provide the opportunity for RTD to realize temporary relief from some of the significant measures taken to reduce and delay expenditures.

RTD’s General Manager and the Senior Leadership Team have been meeting regularly to discuss the impacts to RTD from the cost reduction actions taken now that the results are being realized and there is the potential to make course corrections with the availability of the CRRSA funding.

Moreover, the General Manager has convened a working group comprised of the Acting Chief Financial Officer, Chief Operations Officer, the Assistant General Manager, Planning and herself to review and assess CRRSA funds utilization to optimize and enhance service delivery, as well as assess recommendations from the Accountability Committee and State Performance Audit.

As of the January 21, 2021, the General Manager, along with the Senior Leadership Team has identified the following application of funds to be necessary:

- **$180,000,000:** operations funding to restore service up to $30 million per runboard for six runboards (two years) beginning with the June 13, 2021 runboard. Service restoration will be based on the fully-loaded cost per revenue hour amount and provision of service will consider contracted services.
- **$4,446,809:** estimated cost to restore budgeted overtime and extra shift pay for represented employees and primarily front line non-represented supervisory employees.
• **$1,734,942**: estimated additional budget needed to eliminate tiered 6 days of furloughs in 2021 for non-represented employees. Non-represented employees took 9 furlough days in 2020.

• **$886,550**: estimated additional budget needed to eliminate tiered 2021 temporary pay reductions for non-represented employees. Other non-represented compensation reductions such as lower employer retirement contributions, higher health benefit cost-sharing and elimination of benefit pay will remain in place.

• **$2,401,009**: estimated cost for non-represented employees to cash out up to 80 hours of PTO, vacation or sick balances over a certain accrual balance threshold allowed by policy. RTD’s policy prior to 2021 allowed non-represented employees to cash out up to 80 hours per year. The 2021 Budget eliminated cash-outs to temporarily conserve cash, however, the liability to RTD remains and the individual receives a cash-out of accrued balances at termination of employment.

• **$13,898,218**: remaining funding available for additional uses such as implementing recommendations from the Accountability Committee and the State Performance Audit.

**FINANCIAL IMPACT**
The total estimated financial impact of the CRRSA funding is $203,367,528.

Prepared by:
Debra Johnson, General Manager and CEO
Doug MacLeod, Acting Chief Financial Officer

Approved by:

Doug MacLeod, Acting Chief Financial Officer 1/27/2021

Authorized:

Debra A. Johnson, General Manager and CEO 1/27/2021
RTD Accountability Committee

Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) Apportionment

Debra A. Johnson, RTD General Manager and CEO
Doug MacLeod, RTD Acting Chief Financial Officer
February 8, 2021
RTD Funding Background

• The March 27, 2020 Coronavirus Aid, Relief and Economic Security (CARES) Act provided RTD with $232.3 million in federal aid which was all drawn in 2020.

• RTD faced an additional $140 million revenue shortfall in 2021 for which the following measures were enacted:
  
  - Service reductions of 40% including contracted service.
  - Implemented a hiring freeze.
  - Reduction in force of approximately 400 employees.
  - 2021 planned tiered furloughs of six days and pay reductions for non-represented employees.
  - Reduction of retirement contributions and other benefit costs for non-represented employees.
  - Postponement and/or elimination of capital expenditures and state of good repair projects.
Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)

• On January 11, 2021, RTD received notice of it’s CRRSAA apportionment of $203,367,528.
• Funding is on a reimbursement basis and 100% federal with no local match.
• Eligible expenses are payroll and operational costs.
• Additional requirements and guidance from the FTA for drawing funds will be forthcoming.
RTD Accountability Committee

Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)

RTD has identified the following uses of the CRRSAA funds:

- $180,000,000: Operations funding to restore service up to an additional $30 million per runboard for six runboards or two years beginning June 2021.

- $4,446,809: Restore necessary overtime and extra shift pay, for operational purposes, which was eliminated in the 2021 Budget.

- $1,734,942: Cost of eliminating the planned six furlough days in 2021 for non-represented employees.

- $886,550: Cost of eliminating the tiered salary reductions planned in 2021 for non-represented employees.
RTD Accountability Committee

Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA)

- $2,401,009: Cost to restore the annual opportunity for non-represented staff to sell excess PTO, vacation and sick balances.

- $13,898,218: Remaining funds available for additional uses such as implementing recommendations from the Accountability Committee and State Performance Audit.
RTD Accountability Committee: Finance Subcommittee
Recommendations to RTD for use of COVID-19 Relief Funds

Background
RTD received approximately $232 million in federal CARES Act funding in 2020. Through service reductions and other cost cutting measures including furlough days for non-represented staff, travel and training reductions, and deferred asset management projects, RTD was able to retain all employees during 2020 and add approximately $80 million to reserve funds. The Accountability Committee has reviewed RTD’s use of those funds with the following findings:

- RTD utilized CARES funding in alignment with the earmarked intention for spending – to support operating costs and employee salaries in the interest of avoiding layoffs. Funds were reimbursed by the Federal government for the following two expense types:
  - Represented and Non-Represented Wages and Benefits: Employee wages for both unionized and non-union employees; roughly 64% of CARES funding drawn through September 2020.
  - Purchased Transportation – Bus OR CRT (“Commuter Rail Transit”): Externally contracted routes with Denver transportation partners; roughly 36% of CARES funding drawn through September 2020.
- Funding appears to have been spent in alignment with FTA intentions.
- RTD appears to have balanced provision of transportation options with responsibility for its workforce and regional economic stability in its funding decisions.
- RTD appears to have worked to implement cost cutting measures to reduce the funds required for continued operations as buoyed by CARES funding.
- RTD’s use of CARES Act funds was not transparent or easily understandable.

In anticipation of continued declines in ridership, farebox revenues, and sales and use tax receipts, RTD adopted its 2021 budget based on a continued service level of approximately 60% of pre-pandemic levels and a reduction of approximately 400 positions. The 2021 budget is $1.66 billion, a reduction of $125.3 million from the amended 2020 budget and did not assume any additional federal COVID relief funds beyond the CARES Act.

On January 11, the Federal Transit Administration (FTA) released the apportionments for $14 billion in Federal funding appropriated by Congress through the Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA). The apportionment to RTD is approximately $203.4 million.

Recommendations
The RTD Accountability Committee offers the following recommendations to RTD on the use of these additional federal relief funds. The recommendations are aimed at stabilizing RTD operations, restoring services, rebuilding trust, attracting new and returning riders, and positioning the agency for strategic recovery from the COVID-19 pandemic.

1. **Provide a transparent process and make priorities clear**
   RTD should provide full transparency during its process to consider its use of CRRSA funds so that stakeholders and members of the public can follow the tradeoffs and pros and cons of their decisions. RTD should clearly define its priorities for this funding, what issues are being addressed by additional funds, and the amount of funding allocated to each priority.
This transparency should continue as funds are spent so that the public can track expenditures.

2. **Strategically recall previously laid off front line employees**
The Committee acknowledges and supports RTD’s decision to recall approximately 200 direct-service employees. However, in keeping with the above recommendation, RTD should explain the amount of CRRSAA funding needed to recall these workers and what amount of funding is available for additional priorities. The focus of these recalls should be to ensure that RTD has capacity to restore quality transit service, particularly to transit-dependent communities as quickly as possible.

3. **Share federal stimulus funding with other transit service providers in the metro area**
There are several non-profit and community-based transit service providers in the RTD district. They supplement RTD’s fixed-route and para transit services, often at lower cost than RTD could provide comparable service. As with RTD, these providers have been impacted by reduced ridership and revenues due to the COVID-19 pandemic and will benefit from CRRSAA funding.

4. **Implement a reduced flat fare for 6 months to rebuild ridership and attract new riders**
Market it as a simple, affordable, and easy to understand way to ride RTD and an incentive to attract returning and new riders. Offer half-off fare for seniors/people with disabilities, as necessary to comply with FTA requirements and consider extending half-ff fares for youth riders. This will reduce costs for financially struggling essential workers who are still riding RTD. During the pilot program, use this time to explore other ways to improve affordability of existing and/or new pass programs, including LiVE, that can be put in place as a longer-term solution.

5. **Work to improve uptake and ease of use of passes**
Allow flexibility in the EcoPass programs and contracts so that more neighborhoods and businesses can participate. For example, allow master EcoPass contracts to support county-wide affordable housing programs and create more options for businesses to obtain employee EcoPasses for a subset of their workers.

Help fund PEAK eligibility technicians/caseworkers at county HHS departments to help people through LiVE enrollment. Continuing to get the LiVE ID cards in qualified participant’s hands is essential and counties can provide this customer assistance, but need funding to help support this function.

6. **Offer free RTD parking and transit “Day Pass” benefits to anyone traveling to a COVID vaccination facility for a primary or ‘second dose’ shot**
A printed a digital COVID immunization reservation acknowledgment would serve as an RTD “Day Pass” on the vaccine appointment day. No additional RTD staff effort is required other than notifying drivers and security staff of this benefit. A verbal “I am scheduled for (or I received) a COVID vaccination today” comment to the driver would be sufficient for boarding, though fare inspectors may ask for the printed or digital documentation.
7. **Implement an RTD trial ridership program by offering temporary free RTD rail or bus service for anyone receiving a COVID vaccination**

Offer free RTD rail or bus service for anyone receiving a COVID vaccination, valid until three days after their second dose shot is due. After the second dose, they get another pass valid for 15 days of free rides. Those receiving a single-dose vaccine receive a 30-day pass.

People receiving vaccinations are required to remain on-site for 15 minutes to monitor for adverse reactions. With the cooperation of existing vaccine distributors, RTD would set up a table nearby to offer this special RTD COVID vaccination passes. The person issuing the pass and the recipient would both sign the pre-printed paper pass (see example).

The large text would ensure that drivers could easily read the expiration date through their plexiglass shields. A detailed embossed background image would help make them more difficult to counterfeit.

RTD would incur no cost for people who decline this benefit. If someone does give RTD a try, they may become regular customers, thus building ridership and generating revenue. If they are already RTD customers, we just added a vaccinated rider—increasing their safety and the safety of our buses, trains, and neighborhoods. For loyal customers who already have a monthly pass, RTD might allow a free pass renewal with proof of vaccination.

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8. **Leverage new partnerships**

Develop, expand, and leverage existing and new partnerships to improve service efficiency and grow ridership. This can also provide cost-effective service in areas experiencing RTD service cuts and leverage local community investments in the transit system. For example:

- Partnerships with new job centers
- Expanded partnerships with communities and non-profits to grow local FlexRide and other similar on-demand services (ex. Boulder County operated Lafayette service) to serve more people during and post-COVID
- Lyons/Boulder taxi voucher program, co funded with Boulder County
- Pursue other partnerships similar to the Englewood Trolley, DRCOG Vanpool, and support for the Lone Tree Link
- Evaluate partnerships with both for-profit and non-profit entities to address the need for first/last mile services for poorly served communities
- Merge several FlexRide services (and a Boulder County operated Lafayette service) into a joint SE Boulder County/Broomfield SuperFlexRide service area
- A mini-grant program with RTD and local communities to incentivize co-funding existing and/or new services to build back from prior service cuts as well as to grow service in the future
- Consider pursuing a partnership with CDOT for the I-25/SH119 grant
RTD Accountability Committee
Equity Assessment for Proposed COVID Relief Fund Recommendations
January 2021

There are seven distinct recommendations:
1. Provide a transparent process and make priorities clear
2. Strategically recall previously laid off front line employees
3. Share federal stimulus funding with other transit service providers in the metro area
4. Implement a reduced flat fare for 6 months to rebuild ridership and attract new riders
5. Work to improve uptake and ease of use of passes
6. Offer free RTD parking and transit “Day Pass” benefits to anyone traveling to a COVID vaccination facility for a primary or ‘second dose’ shot
7. Offer temporary free RTD rail or bus service for anyone receiving a COVID vaccination
8. Leverage new partnerships

This equity assessment addresses each recommendations 2 through 8 separately based on the Operationalizing Equity in the Deliberation of the Committee and Subcommittees guidelines adopted by the RTD Accountability Committee.

2. Strategically recall previously laid off front line employees
   A. How could this recommendation benefit or burden communities of concern? Is there likely to be an increase or decrease in equity?

   This recommendation may benefit communities of concern by restoring employment for employees who may have not found other employment. Many of these front-line employees, such as bus and rail operators and mechanics, could be vulnerable without employment if they do not have sufficient savings to pay for their needs. It could also provide benefit to communities of concern more broadly if the re-employment of front-line workers also means additional transit service for transit dependent populations. This will likely create an increase in equity.

   a) How are we defining benefit and burden?

   A benefit is something that can help improve the lives of front-line employees temporarily out of work and the mobility of transit dependent populations. A burden is something that can curtail it.

   b) How do we measure this impact?

   This impact can be measured by assessing the number of front-line employees who are re-employed and the additional service for transit dependent populations.
B. Could this recommendation impact specific communities or geography more than others? If so, which communities and how?

This recommendation could benefit communities that have their transit service increased or restored because more front-line workers are re-employed and providing more service.

a) What are the demographics of the most impacted areas?

If service is restored or increased for routes serving low-income, veterans, older adults, individuals with disabilities, minorities, zero car households, and other communities of concern then there could be a benefit to those communities. Many of the front-line workers who would be re-employed could be members of one or more of these communities.

b) Are neighborhoods equally required to help achieve the policy recommendation? If not, does this raise issues of equity and justice?

This recommendation is for an action district wide. It is not anticipated that any disproportionate impacts or requirements will fall upon any neighborhoods.

C. Could there be unintended consequences? If so, can they be mitigated?

A possible unintended consequence of this recommendation is that after the funding is expended, if there is no new revenue to replace it, there employees may lose their employment again and any new services may have to be cut again. There could be an additional burden to RTD if front-line employees are laid off another time as there is significant cost associated with retraining front-line employees. This could be mitigated by reviewing revenue projections and rehiring based on conservative estimates.

D. Does this policy/strategy address historic, systemic, environmental, or institutional barriers that have impacted this community?

This recommendation can address barriers by rehiring front-line employees who may belong to one or more vulnerable communities and restore or increase transit services for communities with transit dependent populations.

3. Share federal stimulus funding with other transit service providers in the metro area

A. How could this recommendation benefit or burden communities of concern? Is there likely to be an increase or decrease in equity?

This recommendation could benefit communities of concern, especially older adults and individuals with disabilities, by increasing revenue for transit agencies that serve those populations. There could be an additional benefit to RTD as the operating and maintenance costs for non-profits that provide mobility for older adults and individuals with disabilities typically is less that RTD’s Americans with Disabilities Paratransit Service
(Access a Ride) and these agencies could provide services to people that otherwise would use Access a Ride. This will likely create an increase in equity.

a) How are we defining benefit and burden?
   A benefit is something that can help improve the mobility of communities of concern by giving them greater access to their community. A burden is something that can disadvantage communities of concern by reducing their access to mobility.

b) How do we measure this impact?
   The impact can be measured by how many more trips can be provided to transit dependent populations.

B. Could this recommendation impact specific communities or geography more than others? If so, which communities and how?
   This recommendation could impact transit dependent populations, especially older adults and individuals with disabilities throughout the Denver region.

   a) What are the demographics of the most impacted areas?
      Older adults and individuals with disabilities.

   b) Are neighborhoods equally required to help achieve the policy recommendation? If not, does this raise issues of equity and justice?
      The impact of this recommendation would likely be distributed throughout the Denver region.

C. Could there be unintended consequences? If so, can they be mitigated?
   Funding provided to other transit agencies would reduce how much can be spent on RTD services. This can be mitigated by RTD studying the potential impact to their own services before making a decision on how funding to provide other agencies.

D. Does this policy/strategy address historic, systemic, environmental, or institutional barriers that have impacted this community?
   This recommendation addresses access to mobility for transit dependent populations, especially older adults and individuals with disabilities.

4. Implement a reduced flat fare for 6 months to rebuild ridership and attract new riders
   A. How could this recommendation benefit or burden communities of concern? Is there likely to be an increase or decrease in equity?
      This recommendation could benefit communities of concern in a few ways:
      • by making it more affordable to ride transit;
      • an increase in ridership from reduced fares could have the potential to restore or increase services in communities with transit dependent riders; and
• A flat fare can reduce confusion over how much it costs to ride for all riders including communities of concern. This will likely create an increase in equity.

  a) How are we defining benefit and burden?

   A benefit is something that can help improve the mobility of communities of concern. A burden is something that can curtail it.

  b) How do we measure this impact?

   The impact can be potentially measured by measuring the increase/decrease in ridership after implementation of the recommendation.

B. Could this recommendation impact specific communities or geography more than others? If so, which communities and how?

   This could impact communities of concern but not necessarily any specific geography. Older adults and individuals with disabilities could see the most benefit as their fare cost could be reduced since RTD is federally obligated to offer a fifty percent discount to these communities based on the regular fare.

   a) What are the demographics of the most impacted areas?

   Several communities of concern could benefit from this recommendation.

   b) Are neighborhoods equally required to help achieve the policy recommendation? If not, does this raise issues of equity and justice?

   This recommendation would carry equal benefit throughout the RTD district.

C. Could there be unintended consequences? If so, can they be mitigated?

   A reduction in fare revenue could result from this recommendation. That reduction in revenue could mean a reduction in services that RTD cannot afford to provide. RTD can mitigate this by studying its potential impact before implementation.

D. Does this policy/strategy address historic, systemic, environmental, or institutional barriers that have impacted this community?

   Fare cost and complexity (hard to understand how much it costs to ride) have been cited as barriers to ridership.

5. Work to improve uptake and ease of use of passes

A. How could this recommendation benefit or burden communities of concern? Is there likely to be an increase or decrease in equity?

   Making it easier to obtain and use passes could make it easier for all populations to use transit. It could be especially beneficial for communities of concern as the challenges with obtaining passes and understanding how to use them may pose a greater difficulty for them. This will likely create an increase in equity.

   a) How are we defining benefit and burden?
A benefit is making it easier for communities of concern to rider transit. A burden could be making it more difficult.

b) How do we measure this impact?

*We can measure the increase/decrease in ridership, especially for communities of concern. Ridership for communities of concern may be discerned from rider surveys.*

B. Could this recommendation impact specific communities or geography more than others? If so, which communities and how?

*This recommended change would likely impact all areas of the RTD region similarly. Communities of concern could see greater benefit as the challenges with obtaining passes and understanding how to use them may pose a greater difficulty for them.*

a) What are the demographics of the most impacted areas?

*This recommendation could benefit all communities of concern across the RTD district although more benefit may come to those who live close to transit than those who do not.*

b) Are neighborhoods equally required to help achieve the policy recommendation? If not, does this raise issues of equity and justice?

*As stated above, more benefit may come to those who live close to transit than those who do not.*

C. Could there be unintended consequences? If so, can they be mitigated?

*An unintended consequence could money used to improve pass programs could otherwise have been used to provide more services. If the work done to address this recommendation is done efficiently, the impact to the operations and maintenance budget should be minimal.*

D. Does this policy/strategy address historic, systemic, environmental, or institutional barriers that have impacted this community?

*The proposed recommendation change can address barriers to accessing transit, a challenge that is possibly felt more by communities of concern.*

6. Offer free RTD parking and transit “Day Pass” benefits to anyone traveling to a COVID vaccination facility for a primary or the ‘second dose’ shot

A. How could this recommendation benefit or burden communities of concern? Is there likely to be an increase or decrease in equity?

*The proposed recommendation could benefit communities of concern by making it more affordable to travel to get their vaccination. This will likely create an increase in equity.*

a) How are we defining benefit and burden?
A benefit is making it more affordable to travel to get their vaccination. A burden could be that this policy may not help people who have challenges to get their vaccination other than transportation.

b) How do we measure this impact?
We can measure the impact by counting the people who are members of communities of concern that get a day pass on the day of their scheduled vaccination.

B. Could this recommendation impact specific communities or geography more than others? If so, which communities and how?
The proposed recommendation could benefit communities of concern by making it more affordable to travel to get their vaccination. However, more benefit may come to those who live close to transit than those who do not.

a) What are the demographics of the most impacted areas?
This policy recommendation, if enacted, would impact communities throughout the RTD district although more benefit may come to those who live close to transit than those who do not. In particular, transit dependent populations including older adults, zero car households, individuals with disabilities, veterans, and other vulnerable populations, could benefit most as they have the greatest need to access transit to obtain their vaccination.

b) Are neighborhoods equally required to help achieve the policy recommendation? If not, does this raise issues of equity and justice?
As stated above, the impact could be district wide.

C. Could there be unintended consequences? If so, can they be mitigated?
An unlikely unintended consequence could be that a person could contract Covid-19 while traveling on transit to obtain their vaccination. RTD already takes precautions against the transmission of the virus for their riders and operators so the risk is minimal.

D. Does this policy/strategy address historic, systemic, environmental, or institutional barriers that have impacted this community?
The addresses the barrier that transit dependent populations, especially those with low-income, have accessing their community for needed services. In this case, it is specifically targeted towards vaccination of a deadly and highly contagious virus. Additionally, since many communities of concern are impacted greater by the spread of the virus, each person getting vaccinated can reduce the risk of the virus spreading in their community.
7. Offer temporary free RTD rail or bus service for anyone receiving a COVID vaccination

A. How could this recommendation benefit or burden communities of concern? Is there likely to be an increase or decrease in equity?
This recommendation could benefit communities of concern by incentivizing vaccination. More vaccinations for people in communities of concern would not only benefit the individuals directly but reduce the risk of transmission in their community. This will likely create an increase in equity.

a) How are we defining benefit and burden?
A benefit is making mobility more affordable for people who get vaccinated. A burden could be loss of revenue for RTD to pay for direct services which could potentially result is lost service.

b) How do we measure this impact?
We can measure the benefit by counting the number of people in communities of concern who receive a monthly pass for getting vaccinated. This could be done through a rider survey.

B. Could this recommendation impact specific communities or geography more than others? If so, which communities and how?
The proposed recommendation could benefit communities of concern by making it more affordable to travel after getting their vaccination. However, more benefit may come to those who live close to transit than those who do not.

a) What are the demographics of the most impacted areas?
This policy recommendation, if enacted, would impact communities throughout the RTD district although more benefit may come to those who live close to transit than those who do not. In particular, transit dependent populations including older adults, zero car households, individuals with disabilities, veterans, and other vulnerable populations, could benefit most as they have the greatest need to access transit. Their communities would also benefit from a decrease in the risk of contracting the virus.

b) Are neighborhoods equally required to help achieve the policy recommendation? If not, does this raise issues of equity and justice?
As stated above, the impact could be district wide.

C. Could there be unintended consequences? If so, can they be mitigated?
An unintended consequence could be that funding diverted to address this recommendation could mean less funding available for providing services. RTD can mitigate this by studying its potential impact before implementation.
D. Does this policy/strategy address historic, systemic, environmental, or institutional barriers that have impacted this community?

Since many communities of concern are impacted greater by the spread of the virus, each person getting vaccinated can reduce the risk of the virus spreading in their community. Further, this recommendation could make it more affordable for transit dependent persons to ride transit.

8. Leverage new partnerships

A. How could this recommendation benefit or burden communities of concern? Is there likely to be an increase or decrease in equity?

Some potential partnerships could benefit communities of concern by providing cost-effective service in areas experiencing RTD service cuts and leverage local community investments in the transit system. Many of these areas contain communities of concern and/or are places where people in those communities need to get to for employment, health care, or other needs. This will likely create an increase in equity.

a) How are we defining benefit and burden?

A benefit is providing more mobility options for communities of concern by leveraging new partnerships. A burden could be a reduction in service or service frequency from the change in transportation provider and/or scope.

b) How do we measure this impact?

We can measure cost savings for RTD, the service hours for any new service, and the people served/boardings and other related data points.

B. Could this recommendation impact specific communities or geography more than others? If so, which communities and how?

This recommendation can benefit communities of concern by potentially providing more service options for those living in places where it is not as efficient to provide traditional fixed route such as suburban and exurban communities.

a) What are the demographics of the most impacted areas?

This policy recommendation, if enacted, could benefit those living in places where it is not as efficient to provide traditional fixed route such as suburban and exurban communities.

b) Are neighborhoods equally required to help achieve the policy recommendation? If not, does this raise issues of equity and justice?

As stated above, the impact would likely benefit those living in places where it is not as efficient to provide traditional fixed route such as suburban and exurban communities more than others, but it could also help business in places hard to reach by transit in attracting employees who are transit dependent.

C. Could there be unintended consequences? If so, can they be mitigated?

An unintended consequence could be a reduction in service or service frequency from the change in transportation provider and/or scope where partners provide a right sized service. This can be mitigated through assessing demand to “right size” the service.
Does this policy/strategy address historic, systemic, environmental, or institutional barriers that have impacted this community?

*The proposed legislative change can address barriers by providing mobility for communities where traditional fixed route service is not the most appropriate or effective.*
Discussion Draft for Stakeholder Input

Draft Legislative Proposal on State Transportation Funding

Sponsors:
Majority Leader Fenberg and Speaker Garnett & Sen. Winter and Rep. Gray in collaboration with the Polis Administration
Modernizing Transportation Bill Objectives
Bottomline: What Will This Transportation Proposal Do?

For the first time, this future-looking package advances a comprehensive transportation funding plan to modernize our state’s transportation system.

1. Make much-needed improvements to Colorado road and highways, with a focus on rural roads.
2. Reduce traffic and congestion through improvements to key corridors.
3. Electrify our transportation system by investing in charging infrastructure and cleaner vehicles.
4. Expand transit options statewide.
Bottomline: What Will This Transportation Plan Accomplish?

1. Save Coloradans Money and Time Spent on the Roads
   - Provides more transportation options and relief for Colorado drivers;
   - Balances regional transportation needs while supporting a statewide approach; and
   - Makes key investments in rural and disproportionately impacted communities.

2. Create a Transportation System That Supports a Dynamic Economy While Improving Air Quality
   - Invests in infrastructure to help Colorado lead the market-driven transition that General Motors’ and other companies are making toward an electric vehicle market by 2035; and
   - Improves air quality by addressing air quality mitigation regulations proactively before federal and state sanctions force top-down, costly measures.

3. Establish a Sustainable Funding Source for Our Transportation System
   - Provides long overdue funds after years of failed legislative attempts and ballot measures to support our statewide transportation system.
   - Allows Colorado to compete with surrounding states who have already raised fees and invested in their transportation infrastructure.
“We can’t settle for simply keeping up, we must lead this market-driven transition or risk being left behind. The spirit of innovation and creativity already lives here in Colorado, and this proposal is a reflection of that.” -- Governor Jared Polis
Gas Tax Cannot Pay for Our Roads

The Colorado gas tax is not a sustainable source of funding and our transportation system suffers as a result.

➔ Current gas tax of **22 cents** doesn’t go as far as it did in 1991.
➔ Gas tax would be **44 cents** today if it had kept pace with inflation.
➔ Colorado has the **10th lowest gas rate** among all 50 states.
➔ We will purchase **less gas** as fuel efficiency and electric vehicle purchases increase.
➔ The state fuel tax hasn’t changed in **30 years** but the cost of paving the roads we use has gone up 300%.
➔ State gas tax generated **$624 million** in 2020.
➔ If it had kept pace with inflation since 1993, it would have raised double that amount — **$1.2 billion**:
  ◆ The loss is nearly $8 billion over 30 years; and
  ◆ The purchasing power today is half of what it was 30 years ago.
Other States Have Addressed the Challenge

In many states a bipartisan or republican lead effort is underway to increase the current gas tax, including:

- Alaska (D)
- Kentucky (R)
- Louisiana (R)
- Massachusetts (D)
- Missouri (R)
- Montana (R)
- New Mexico (D)
- North Dakota (R)
- Wyoming (Sponsored by Joint Revenue Interim Committee)

In 2019, bipartisan bills raised the gas tax in:

- Alabama
- Arkansas
- Illinois
- Ohio
This bill aims to provide net savings to Colorado drivers and families.

$6.3 billion/year

Coloradans already pay a high price for transportation, but those dollars are spent on repairs and lost time in traffic, not on an investment in our roads. Colorado drivers pay an $6.3 billion annually in wear and tear, fuel, and accelerated depreciation.

$732/year

Drivers spend approximately $732 per year stuck in traffic and on repairs for wear/tear on their vehicles because our roads have deteriorated or are clogged and congested.
Transportation Funding Plan

Overall Bill Summary
Reduce Fees & Save Coloradans Money

FASTER Reduction:

➔ The plan offers relief on vehicle registration fees to account for economic hardship in the post-pandemic economy.

◆ Reduction of FASTER Road Safety Surcharge for 2022 and 2023:
  ● Revenue reduction will be backfilled to maintain safety programs.
  ● $90 million in savings for Colorado consumers.
  ● Rates will resume in calendar year 2024.

Other Consumer Measures:

➔ Delay onset of all NEW transportation fees until Fiscal Year 2023.

➔ Pilot payment plan option for EV fees to increase consumer convenience and decrease one-time financial impact of fee on consumers.

Anticipated Consumer Costs Offset by Savings:

➔ The average Colorado consumer will pay approximately $28 annually and save far more.

➔ Currently average Coloradan pays $732 annually on maintenance and repairs due to deteriorated roads and lost time.
Nearly $3.924 billion from new fee revenue to modernize and future-proof our transportation system and to stabilize funding over the next 11 years.

➔ $2.728 billion of new fee revenue supports the State and local share of HUTF:
  ◆ 10% of State share will be allocated to support multimodal in the 10-year plan; and
  ◆ At least 10% of local share allocated to support multimodal.

➔ $724 million of new fee revenue supports a downpayment on Colorado’s Greenhouse Gas Pollution Reduction Roadmap to help meet transportation emissions reduction goals by 2030 and reduce local air pollution:
  ◆ 20% of these “electrification” expenditures also support multimodal transportation.

➔ $366 million of new fee revenue allocated to the newly-expanded Multimodal and Mitigation Option Fund (MMOF) will support mitigation of Greenhouse Gases.

➔ $106 million of new fee revenue allocated to a newly created nonattainment fund to support communities in nonattainment regions address pollution mitigations on road related projects.
General Fund & Stimulus Support

➔ $1.230 billion in general fund/stimulus investment in this transportation funding plan — average of $111.8 over 11 years:
  ◆ $430 million in stimulus funds; and
  ◆ $800 million in an ongoing general fund contribution.

➔ Helps cover the $150 million annual debt payment on the four SB 267 COP tranches for 11 years.

➔ Ensures a transparent and predictable GF contribution over the next 11 years.

History of General Fund Contributions to CDOT:

On average $106.7 million transferred from the General Fund to CDOT from FY10 through FY20.

These transfers swung from $0 to $495 million and were very inconsistent.
<table>
<thead>
<tr>
<th>Fee Description</th>
<th>10 Yr Total Revenue</th>
<th>Fee Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Road Usage Fee:</strong> New fee on fuel applied to the sale of fuel to offset consumer impact on roadway and transportation system.</td>
<td>$1.471 billion</td>
<td>$0.02 cent/gallon increase, and increases $0.02 every two years to $0.08</td>
</tr>
<tr>
<td><strong>Truck Fee:</strong> Additional diesel fee applied to the sale of fuel to offset additional impact of trucks on the roadway.</td>
<td>$499 million</td>
<td>$0.06 cent/gallon increase, and increases $0.01 every two years to $0.08</td>
</tr>
<tr>
<td><strong>Electric Vehicle Fee:</strong> Index existing $50/year EV registration fee and assess additional fee to establish parity with the amount of gas tax paid by a driver.</td>
<td>$367 million</td>
<td>$9 annual BEV fee, and increases to $90 by year 10: $3.00 annual PHEV fee, increases to $27 by year 10</td>
</tr>
<tr>
<td><strong>TNC Fee:</strong> Fee on business to offset congestion and emission impacts on the transportation system for new transportation services and increased trips.</td>
<td>$203 million</td>
<td>$0.30 per trip; $0.15 for carpool or ZEV</td>
</tr>
<tr>
<td><strong>Online Retail Order Fee:</strong> Fee on online deliveries to offset impact on transportation system, air quality, and congestion.</td>
<td>$1.122 billion</td>
<td>$0.25 per delivery</td>
</tr>
<tr>
<td><strong>Personal Car Share Fee:</strong> Lift exemption on $2/day rental fee (index to CPI).</td>
<td>$17 million</td>
<td>Lift $2/day exemption</td>
</tr>
<tr>
<td><strong>Rental Fee:</strong> Index existing fee to ensure users of the road pay their share.</td>
<td>$70 million</td>
<td>Index existing $2/day rental fee to CPI</td>
</tr>
<tr>
<td><strong>Taxi Fee:</strong> Fee on taxis to offset consumer impact on transportation system.</td>
<td>TBD</td>
<td>TBD, per ride flat fee</td>
</tr>
<tr>
<td><strong>AV Safety Fee:</strong> Assess a safety fee on autonomous vehicles based on VMT.</td>
<td>TBD</td>
<td>TBD</td>
</tr>
</tbody>
</table>
## Distribution of Revenue in Plan

<table>
<thead>
<tr>
<th>Fund Type</th>
<th>Description</th>
<th>Total Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>HUTF (State Share):</strong></td>
<td>These revenues are allocated on a 60-22-18 (state, county, municipal) percentage share basis and are to be spent for improvements to highways, including new construction, safety improvements, maintenance, and capacity improvements.</td>
<td>$1.637 billion</td>
</tr>
<tr>
<td><strong>HUTF (Local Share):</strong></td>
<td>Local share of the Highway Users Tax Fund 40% (22% county, 18% municipal).</td>
<td>$1.091 billion</td>
</tr>
<tr>
<td><strong>Non-Attainment Fund:</strong></td>
<td>New fund for community impact and air pollution/GHG mitigation in nonattainment regions.</td>
<td>$106 million</td>
</tr>
<tr>
<td><strong>Multimodal &amp; Mitigation Options Fund (MMOF):</strong></td>
<td>The MMOF seeks to fund multimodal transportation projects and operations to support an integrated multimodal transportation system and to mitigate environmental impacts. Will also help advance Front Range Rail.</td>
<td>$366 million</td>
</tr>
<tr>
<td><strong>Charging Infrastructure &amp; Electric Vehicle Equity:</strong></td>
<td>Community Charging Stations &amp; Community Alternative Transportation, including eBikes.</td>
<td>$323 million</td>
</tr>
<tr>
<td><strong>CDPHE Fleet Electrification Incentives:</strong></td>
<td>Support fleet replacement.</td>
<td>$320 million</td>
</tr>
<tr>
<td><strong>CDOT Public Transit Electrification:</strong></td>
<td>Support electrification of public transit and transit charging infrastructure.</td>
<td>$81 million</td>
</tr>
<tr>
<td><strong>FASTER Fee Reduction:</strong></td>
<td></td>
<td>-$90 million</td>
</tr>
<tr>
<td><strong>CDOT COP Payments:</strong></td>
<td></td>
<td>-$679 million</td>
</tr>
</tbody>
</table>
Striking the Right Balance:
As we look to build back stronger, we want to do so in a way that bolsters all Colorado communities, rural and urban alike, by recognizing their unique needs.

Rural Needs and Challenges
➔ Respect the vital role rural communities play in bringing agricultural products to market and supporting Colorado’s tourism economy.
➔ Ensure rural Colorado is an essential part of connecting Colorado’s charging infrastructure.
➔ Address the unique safety needs of rural and mountain regions.

Urban Needs and Challenges
➔ Recognize the infrastructure, safety, equity, and climate mitigation needs of urban communities.
➔ Front Range communities disproportionately fund statewide infrastructure.
➔ Create greater regional flexibility by enabling communities to create regional taxing authorities if local voters support such measures.
Attuning to Colorado Needs

Each Enterprise will develop a ten year plan that will be used to assess the funding levels needed to achieve the desired outcomes. Project management public dashboards will show key performance indicators for projects within Enterprises and CDOT. CDOT will update their existing 10 year plan.

Climate Goals

CEO and CDPHE, in consultation with CDOT, will report annually on progress towards 2030 EV plan and GHG Roadmap goals resulting from enterprise and transportation investments in this plan.

Accountability

CDOT and enterprises will maintain clear accountability mechanisms, engage a wide variety of stakeholders to ensure funding achieves intended outcomes, and regularly report to the transportation commission, legislature, and construction partners.

Transparency

Enterprises will maintain accessible and transparent summary information regarding implementation status, funding, and expenditures on their websites. CDOT will continue with their new commitment to enhanced accountability and transparency measures.
## Transportation Plan Goals - Recap

### Economic
- Provide consumer relief while stabilizing funding stream.
- Help stimulate the economy with thousands of good jobs on shovel ready transportation projects.
- Maintain existing infrastructure and invest in transportation innovations that prepare our economy for tomorrow.
- Provide economic opportunity that benefits all Coloradans.
- Access to new technologies and resources for all.

### Transportation
- Invest in the 10-year plan.
- Deliver results with strong accountability & transparency.
- Maintain existing infrastructure.
- Fix decaying rural roads.
- Increase travel options with improved transit, bicycle, and pedestrian infrastructure.
- Relieve congestion in highest use corridors.
- Ensure the vitality of main streets.
- Address declining revenue from increased fuel efficiency and electrification.

### Air Quality
- Reduce local air pollution, especially in heavily impacted communities.
- Help achieve transportation GHG emission targets.
- Help meet State EV adoption goals: 940,000 EVs by 2030.
- Incentivize use of EVs — buses, on-demand ride services, & delivery trucks.
- Build EV charging infrastructure statewide.
- Decrease air quality impacts of large construction projects.
The legislative sponsors welcome your feedback and suggestions.

Please send comments to the following email address. Although we will not be able to respond to every email, we will review each email as we proceed with the bill drafting process.

Coloradotransportationfeedback@gmail.com

Thank you for your interest and participation in this process. Your feedback is appreciated and valued.
The remaining slides provide additional background on specific “sources” and “uses” and outline accountability measures and outcomes of this transportation plan.
Details of New Revenue Sources/Fees
New fee on fuel/diesel applied to the sale of fuel to offset consumer impact on roadway and transportation system.

Fuel purchase is a proxy for how much someone drives (use of the roads).

Begins with $.02 per gallon in FY 2023
- Increases $.02 every two years up to $.08 by FY 2029; and
- In FY 2033, indexes to NHCCI moving forward.

Fee collected at the wholesale level.

Protects the purchasing power of the HUTF.

Estimated to cost the average driver about $10/year.

Funds HUTF with existing formula.
New diesel fee applied to the sale of fuel to offset additional impact of trucks on the roadway.

Fuel serves as a proxy for how much the truck is driven (use of the roads).

Begins with $.06 per gallon in FY 2023
- Increases $.01 every two years up to $.08 by FY 2027; and
- In FY 2033, road use fee would be indexed to NHCCI.

Fee collected at the wholesale level.

Protects the purchasing power of the HUTF.

Funds HUTF with existing formula.

Current exemptions on diesel vehicles are extended to this fee and honored in same manner.
As electric vehicles (EV) expand market share, ultimately this fee becomes the primary revenue stream funding HUTF:
- Index existing $50/year EV registration fee.
- New BEV* fee schedule begins FY 2023 with a $9 increase in year one and slowly increases to $90 by FY 2032 and added onto the $50 base fee (indexed).
- New PHEV* fee schedule begins in FY 2023 with a $3 increase in year one, increases to $27 by FY 2032.

In FY 2033, fee would be indexed to NHCCI.
Funds HUTF.
Pilot payment options for this fee to mitigate consumer impact and allow for payment over time.
Pilot program, administered by the Colorado Energy Office, to test collecting revenue from EVs based on electricity consumption rather than a flat registration fee.

<table>
<thead>
<tr>
<th>Transportation Funding Proposal</th>
<th>Electric Vehicle Fee</th>
</tr>
</thead>
<tbody>
<tr>
<td>$220 million HUTF State Share (60%)</td>
<td>$147 million HUTF Local Share (40%)</td>
</tr>
<tr>
<td>$367 million over 10 years</td>
<td></td>
</tr>
</tbody>
</table>

*BEV = battery electric vehicle. PHEV = plug-in hybrid electric vehicle.
Business fee to offset congestion and emission impacts on the transportation system for new transportation services and increased trips.

- Flat per ride fee not based on miles traveled.
- $0.30 per trip; $0.15 for carpool or ZEV.
- Indexed to CPI.
- Begins FY 2023.

Innovative partnership with TNC companies creating targeted incentives for TNC vehicle electrification.

According to the SB239 report, at least 12 states and several localities nationwide already have a fee or sales tax on ride shares, ranging from $0.20 to $1/trip or 1% to 7% of total fare.
$0.25 impact fee on delivery services to offset impact on the transportation system, air quality, and congestion from increased delivery frequency. Fee will be applied at point of sale to the consumer beginning in FY 2023. Will only be assessed on deliveries made in an automobile. Bicycle/courier deliveries exempted. Half the states impose some type of a fee or tax on delivery charges, anywhere between 4.0% and 8.25%.

Generates $1.230 in new Revenue

- HUTF State Share: $182 million
- HUTF Local Share: $121 million
- Multimodal & Mitigation Options Fund: $90 million
- Regional Non-Attainment Fund: $56 million
- CEO enterprise for charging: $323 million
- CDPHE enterprise for electrification: $269 million
- CDOT Enterprise HPTE: $81 million
## Transportation Funding Proposal | Other Fees

<table>
<thead>
<tr>
<th>Fee Type</th>
<th>Total Revenue</th>
<th>HUTF State</th>
<th>HUTF Local</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Personal Car Share Fee:</strong></td>
<td>$17 million</td>
<td>$10 million</td>
<td>$7 million</td>
</tr>
<tr>
<td>Lift exemption on $2/day rental fee (index to CPI).</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Rental Fee:</strong></td>
<td>$70 million</td>
<td>$42 million</td>
<td>$28 million</td>
</tr>
<tr>
<td>Index the existing $2/day rental fee to CPI.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Taxi Fee:</strong></td>
<td>TBD</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Apply a per ride flat fee. Amounts still under consideration. Considering a study to determine best implementation.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>AV Safety Fee:</strong></td>
<td>0</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Assess a safety fee on autonomous vehicles based on VMT; no anticipated revenue in the first 10 years.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Details of New Revenue Distributions
Transportation Funding Proposal | Distribution Summary

Revenue generated from fees will fund one of the following uses:

- **HUTF**: 60%-40% split between State and local
  - $2.728 billion

- **CDOT’s New Multimodal and Mitigation Options Fund**, with expanded eligibility
  - $366 million

- **New fund for community impact and e-waste pollution mitigation in nonattainment regions**
  - $106 million

- **3 New Enterprises**:
  - Infrastructure + EV Equity
  - Fleet Incentives
  - Public Transit Electrification
  - $724 million
HUTF Investments | Building a Statewide System

➔ Funds the CDOT 10 Year Plan:
  ◆ Helps pay for the six unfunded years of the plan;
  ◆ Create thousands of jobs across the State; and
  ◆ Help stimulate the economy.

➔ Repairs over 2,600 lane miles of rural roads — the largest investment in rural roads ever.

➔ Delivers major improvements to relieve congestion on key interstates and highways.

➔ Includes multimodal options into projects:
  ◆ Builds a series of multimodal hubs on the I-25 corridor to give people workable transit options that are convenient and reduce VMT;
  ◆ Builds out micro-transit options that work with the mountain express lanes along I-70; and
  ◆ Advances Front Range Rail as a future transit option.
$366 million over 10 years dedicated to the Multimodal Options Fund (MMOF) to help state and local communities link local transit to the statewide transportation network.

- Renaming the fund to Multimodal and Mitigation Options Fund.

- Eligibility will be expanded to include GHG mitigation expenses:
  - Allows local governments and planning regions to use funding to assist with compliance with new GHG regulations.
  - Eligible MMOF projects include funding for construction or operation of all types of transit projects and studies, including bicycle and pedestrian projects.

- Funds will be split 40% to State, 60% to local governments, using a formula based on population and transit ridership.

- Projects are selected to receive local MMOF by MPOs/TPRs.

- TPRs must provide CDOT with an annual report on the status of projects selected for funding through the MMOF Local Fund, and CDOT will use information to update legislature and Transportation Commission with no less than an annual accounting of expenditures.
<table>
<thead>
<tr>
<th>**Transportation Funding Proposal</th>
<th>Distribution**</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>$724 million</strong> of new fee revenue supports 3 new electrification and charging infrastructure Enterprises:</td>
<td></td>
</tr>
</tbody>
</table>

| **Charging Infrastructure & Electric Vehicle Equity** |
|---|---|
| ◆ Build charging infrastructure in communities across the State, link communities throughout the State with alternative transportation options (e-bikes), and support electric vehicle adoption in low and moderate income communities. |
| ◆ **$323 million** investment |

| **Fleet Electrification Incentives** |
|---|---|
| ◆ New ‘Clean Fleet’ Enterprise in CO Department of Public Health and Environment (CDPHE). |
| ◆ Support fleet replacement (delivery trucks, TNCs, school buses, and other light/medium/heavy duty vehicles) with incentives to meet climate and air quality goals. |
| ◆ Support CDPHE’s Mobile Source Program to complement vehicle investment. |
| ◆ **$320 million** investment |

| **Public Transit Electrification** |
|---|---|
| ◆ New enterprise in Colorado Department of Transportation (CDOT). |
| ◆ Support electrification of public transit through electrification planning efforts, fleet replacement and associated charging infrastructure. |
| ◆ **$81 million** investment |
Transportation Funding Proposal | Distribution

New fund for community impact and air pollution mitigation in non-attainment regions

→ $106 million over 10 years to CDOT to fund a state analog to the Federal Congestion Mitigation and Air Quality (CMAQ) program:
   ◆ Eligibility will limited to communities currently within nonattainment regions; and
   ◆ These currently include the DRCOG region and Weld/Larimer Counties.

→ CDOT will work with local communities to identify and prioritize high-impact projects eligible for funding.

→ Project categories eligible for investment:
   ◆ Compliance with ozone requirements
   ◆ Mitigation of project greenhouse gas emissions
   ◆ Addressing impacts to environmental justice communities identified by NEPA
Investments, Results & Accountability
CDOT will receive $2.1 billion in funding:
- $1.637 billion over 11 years in HUTF funding.
- $54 million over 11 years of MMOF funds.
- $81 million contribution to support the electrification of public transit.
- $1.194 billion benefit in general fund and stimulus contributions to help cover the cost of COP payments.

CDOT will cover consumer reductions and portion of COP investments:
- $36 million cost over two years.
- $679 million in debt service on COP payments over 10 years from CDOT budget.

Funding plan will make a major investment in the CDOT 10 Year Plan:
- First two years of 10YP (FY19-22) are paid for from existing funding sources ($1 billion).
- Remainder of 10YP will be paid off over the course of the decade with the support of these new fees, state general fund/stimulus, and additional federal funding/grants anticipated in new federal infrastructure bill.
Strategic efforts to reduce costs and spend more efficiently on transportation projects. Achieved 6-8% cost savings in the first year.

Project management public dashboards that show key performance indicators for every project.
- Includes schedule tracking to project budget.
- Information is now available in a clear, convenient online database.

Additional transparency on how larger projects are chosen, delivered, and managed.
- Regular reporting to the legislature and construction partners.
Estimated to generate nearly $724 million for electrification for public transit, fleet electrification and charging infrastructure and equity to meet Colorado’s climate and emission goals by 2030:

◆ These investments, coupled with key regulatory efforts, position Colorado reducing transportation sector pollution 12 million metric tons (MMT) by 2030.

◆ Enables Colorado to build out the infrastructure needed to achieve Electric Vehicle Plan goals of nearly 1 million electric vehicles on the road by 2030:
  - EV Plan also targets electric medium and heavy duty (MHD) vehicles accounting for 40% of new sales by 2030.
  - State funding will leverage private dollars, utility transportation electrification plan investments, and potential federal dollars.
  - State infrastructure investment will complement private sector development, ensuring reliable and consistent build-out throughout the State, including rural areas and tourist destinations.

◆ By comparison, the NE Transportation and Climate Initiative (TCI), will invest $3 billion over 10 years for participating jurisdictions to invest in less polluting transportation options spread across 4 jurisdictions (MA, RI, CT, and DC).
Green Investments | Fleet Modernization (CDPHE)

- Anticipate 30% of Enterprise activities support low to moderate income or disproportionately impacted communities.
  - Reduce emissions and health disparities.
- Support electrification of buses, school buses, delivery trucks, transportation network companies, and public fleets:
  - Research innovative and emerging vehicle emission strategies.
  - Finance vehicle purchases to incentivize purchase.
  - Support a clean fleet to support fleet modernization.
  - Enhance penetration of renewable and clean vehicle technologies in the fleet through outreach, education, and other services.
Investment will build infrastructure needed to achieve light and MHD EV goals, and support low income and disproportionately impacted communities:

- Anticipate that 30-40% of enterprise activities support low to moderate income or disproportionately impacted communities.

- Ensure lower-income Coloradans with old and inefficient cars, and small businesses with older trucks can upgrade to electric vehicles.

- Charging infrastructure to support EV goals
Green Investments | Summary

Reduces congestion and adds significant resources to multimodal and existing funding in the 10 Year Plan.

**Charging Infrastructure**
- Public/workplace and multi-family chargers
- Charging for low- and moderate-income communities
- Medium and Heavy Duty (MHD) charging infrastructure
- Direct Current Fast Charging (DCFC) networks and plazas
- School bus/transit/shuttle charging
- Mobility hub charging
- Hydrogen fueling infrastructure

**Vehicle Incentives**
- Public Fleets
- Medium and Heavy Duty Truck incentives (2-8)
- Low- and moderate-income incentives to support transition to EVs
- School buses/transit and shuttle incentives
- Low and moderate income Ebike programs
- TNC/high-mileage vehicle fleet incentives
- Trailer Refrigerated Units (TRU) electrification

**Multimodal Investments**
- Low and moderate income Ebike programs
- Continue advancing Front Range Rail
- Expansion of Bustang and Outrider Services statewide
- Build multiple mobility hubs along the I-25 corridor
- Pedestrian and Bike path expansions
- Specific focus on urban arterials and pedestrian and bike safety
Transportation Equity and Access | Priorities

- Support **accessible and affordable transportation** for all Coloradans.
- Promote fair distribution of transportation resources, benefits, costs, programs, and services.
- **Support multimodal options** that enhance access, increase accessibility, offer more choice, and allow Coloradans to be less dependent on vehicle ownership in both rural and urban areas.
- **Pilot a payment plan** option for EV fee schedule to decrease one-time payment impact on consumers.
- Position Colorado to **achieve necessary pollution reduction targets by 2030**. Transportation is a top contributor to local air pollution that disproportionately impacts low-income communities and communities of color, and can lead to premature death, increased healthcare costs, lowered productivity, and decreased quality of life.
- **Target low to moderate income (LMI) and/or disproportionately impacted (DI) communities with new investments:**
  - More than 40% of the Infrastructure and Equity Enterprise is dedicated to expanding access to community charging, supporting Ebike adoption, and ensuring Coloradans with old and inefficient cars can upgrade to electric vehicles.
  - Approximately 30% of Fleet Modernization enterprise is dedicated to ensuring small businesses with older trucks can upgrade to electric vehicles, and replacing polluting trucks and buses with electric vehicles in communities disproportionately impacted by pollution.
Green Investments | Accountability + Transparency

➔ **Accountability**
  - Enterprises will create clear accountability mechanisms, engaging a wide variety of stakeholders, to ensure funding achieves intended outcomes.

➔ **Transparency**
  - Enterprises will maintain accessible and transparent summary information regarding implementation status, funding, and expenditures on their websites.

➔ **Climate Goals**
  - CEO and CDPHE, in consultation with CDOT, will report annually on progress towards 2030 EV plan and GHG Roadmap goals resulting from enterprise investment.

➔ **Attuning to Colorado Needs**
  - Each electrification enterprise will develop a 10 year plan that will be used to assess the investment plans needed to achieve the desired outcomes.
To: Members of the RTD Accountability Committee

From: Douglas W. Rex, Executive Director
(303) 480-6701 or drex@drcog.org

<table>
<thead>
<tr>
<th>Meeting Date</th>
<th>Agenda Category</th>
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<tbody>
<tr>
<td>April 12, 2021</td>
<td>Discussion</td>
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</table>

SUBJECT
Service Council Recommendations

PROPOSED ACTION/RECOMMENDATIONS
N/A

ACTION BY OTHERS
N/A

SUMMARY
For several months, the Governance Subcommittee has discussed concepts associated with the service council concept. Additionally, there have been two roundtable conversations with representatives from local governments and other stakeholders across the RTD service area.

In March, the Governance Subcommittee had an opportunity to weigh in on draft recommendations. The subcommittee also had a chance to highlight any equity considerations for the equity assessment that will accompany the recommendation for the full RTD Accountability Committee’s consideration. The Governance Subcommittee is sharing the draft recommendation for the full committee’s consideration and feedback before the recommendation is finalized and the equity assessment is completed.

PREVIOUS DISCUSSIONS/ ACTIONS
N/A

PROPOSED MOTION
N/A

ATTACHMENT
Draft Service Council Recommendations

ADDITIONAL INFORMATION
If you need additional information, please contact Doug Rex, Executive Director, DRCOG at drex@drcog.org or (303) 480-6701, or Matthew Helfant, Senior Transportation Planner, at 303-480-6731 or mhelfant@drcog.org.
Subregional Service Council Recommendation

Revise RTD’s transit service planning process by establishing subregional service councils. Service councils will have responsibility for developing and recommending “local” transit service plans for the RTD Board’s consideration. The RTD Accountability Committee believes the introduction of this concept will:

- improve collaboration between RTD and the communities it serves.
- increase opportunities for public input through locally-accessible forums.
- advance social equity goals by developing community-based transit plans that identify transportation and service gaps, especially in low income and minority neighborhoods.
- promote innovative mobility solutions at a local level consistent with the RTD Board’s overall service goals and objectives.
- provide an opportunity to address geographic equity and rebuild trust and transparency with constituents.

Membership

The RTD Accountability Committee recommends service councils be representative of the community-at-large. Service council membership shall include:

- Elected representatives from each city/town/county within each council district.
- A broad spectrum of interests and geography to ensure social, economic, financial, and environmental equity considerations are represented.
- Transit Users: residents who live, work, or attend university within the council district.

Districts

The RTD Accountability Committee recommends RTD establish a workgroup of regional stakeholders to comprehensively evaluate the following two service council boundary concepts to ascertain the best fit for the Denver region. The workgroup shall consider the role and purpose of the service councils, community cohesion and RTD staff resources in its analysis.

1. County Boundaries: The RTD service area encompasses wholly or partially Adams, Arapahoe, Boulder, Broomfield, Denver, Douglas, and Jefferson counties. The establishment of service councils based on this pre-determined geo-political boundary would appear logical since local governments residing in the same county already have a familiarity with each other. Additionally, county-based service councils would be consistent with the already established DRCOG subregional forums which are utilize for transportation planning and funding decisions.

2. Travel Shed: A valuable tool for visualizing and analyzing mobility patterns. In the Denver region, known travel behavior makes this concept a viable option particularly if fewer service districts is the objective.

RTD Resource Allocation

RTD Accountability Committee acknowledges the critical role RTD plays in fulfilling the mobility needs of Denver area residents. Understandably, taxpayers are interested in having more information of how their tax dollars are being used to create an equitable transit system. As a result, the RTD Accountability Committee recommends RTD develop and submit to the subregional service councils an annual report illustrating how the revenues generated in each subregion are used to provide transportation “value” to the residents of the subregion.
To: Members of the RTD Accountability Committee

From: Matthew Helfant, Senior Transportation Planner
303-480-6731 or mhelfant@drcog.org

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</table>

**SUBJECT**
Timeline

**PROPOSED ACTION/RECOMMENDATIONS**
N/A

**ACTION BY OTHERS**
N/A

**SUMMARY**
A final report that includes all recommendations is due by July 1st. Staff have drafted a timetable for completing this requirement on time. The following is the draft timetable to be discussed at the April 12th meeting:

- May 19th – last subcommittee meetings- wrap up draft recommendations
  - Equity analysis for each draft recommendation should take 2-3 weeks and can start as soon as a draft recommendation comes from a subcommittee and multiple analyses can be done concurrently- some of these recommendations should come from the subcommittees prior to the last meetings
- May 19th through early June- public and stakeholder engagement around the draft recommendation- online surveys
- June 14th- public hearing and anticipated adoption of subcommittee recommendations by the full committee
- June 28th- approval of final report at an additional full committee meeting

**PREVIOUS DISCUSSIONS/ACTIONS**
N/A

**PROPOSED MOTION**
N/A

**ATTACHMENT**
N/A

**ADDITIONAL INFORMATION**
If you need additional information, please contact Matthew Helfant, Senior Transportation Planner, at 303-480-6731 or mhelfant@drcog.org.